



600 NE Grand Ave.  
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oregonmetro.gov

## JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT)

### Meeting Minutes

May 21, 2026

#### **MEMBERS PRESENT**

Councilor Christine Lewis (chair)  
Commissioner Shannon Singleton  
Commissioner Nafisa Fai  
Commissioner Paul Savas  
Mayor Keith Wilson  
Mayor Travis Stovall  
Mayor Jef Dalin  
Mayor Joe Buck  
Rian Windsheimer  
Sam Desue  
Ali Mirzakhali  
Councilor Gerritt Rosenthal  
Councilor Ashton Simpson  
Devin Reck  
Mayor Anne McEnery-Ogle  
Leann Caver

#### **AFFILIATION**

Metro Council  
Multnomah County  
Washington County  
Clackamas County  
City of Portland  
Cities of Multnomah County  
Cities of Washington County  
Cities of Clackamas County  
Oregon Department of Transportation  
TriMet  
Oregon Department of Environmental Quality  
Metro Council  
Metro Council  
Washington Department of Transportation  
City of Vancouver  
C-Tran

#### **ALTERNATES PRESENT**

Dan Eisenbeis

#### **AFFILIATION**

Port of Portland

## **1. CALL TO ORDER AND DECLARATION OF A QUORUM**

JPACT Chair Christine Lewis called the meeting to order at 7:32 am.

## **2. PUBLIC COMMUNICATION ON AGENDA ITEMS**

Senator Khanh Pham shared concerns for the IBR MTIP amendment, expressing a desire to right size the project to reduce costs.

State Representative Thuy Tran expressed concerns about the IBR MTIP amendment, specifically citing pollution impacts and the need to fund other transportation needs in the community as main concerns.

Joe Cortright shared concerns about the IBR MTIP amendment, specifically expressing concerns about tolling and diversion. He discussed the investment grade analysis, which noted that traffic will be worse.

Sharon Nasset shared concerns for the IBR MTIP amendment, stating that officials had never provided a full, independent inspection report justifying the removal of the existing bridges, despite repeated requests dating back to 2000. She urged project staff to share the repair and seismic information.

Chris Smith, Just Crossing Alliance, shared concerns about cost overruns for the IBR MTIP amendment. He shared agreement with the Vancouver City Council and CTRAN that the transit project isn't real unless it gets to library square where the transit connections are.

## **3. JPACT CHAIR UPDATES**

Chair Lewis introduced Anthony Cabadas to share the fatal traffic accidents that have occurred since the last meeting. Chair Lewis introduced Ally Holmqvist to present the Transit Minute.

Chair Lewis discussed the Regional Vanpool Action Plan memo and asked the JPACT members for their approval of sending out a letter on the Federal Bridges and Safety Infrastructure for Community Success (BASICS) act. She asked if JPACT members and alternates approved the letter. Members gave head nods of approval. Mayor Jef Dalin noted that he had half-approved the letter as he had not had a chance to read the letter yet. Chair Lewis also asked JPACT members to RSVP for the JPACT DC trip.

#### 4. CONSENT AGENDA

Chair Lewis called for a motion on the four consent agenda items:

**4.1** Resolution No. 26-5559 For the Purpose of Adopting the Fiscal Year 2026-27 Unified Planning Work Program and Certifying that the Portland Metropolitan Area is in Compliance with Federal Transportation Planning Requirements

**4.2** Resolution no. 26-5564 For the Purpose of Accepting the Findings and Recommendations in the Regional Emergency Transportation Routes Phase Two Report

**4.3** Resolution no. 26-5594 For the Purpose of Amending or Canceling Two Projects to the 2024-27 MTIP to Meet Federal Project Delivery Requirements

**4.4** Consideration of the April 16, 2026, JPACT Meeting Minutes

Commissioner Nafisa fai requested a scrivener’s change to Resolution no. 26-5594 to make the correction that the Aloha access improvement is a Washinton County project.

**MOTION:** Mayor Anne McEnery-Ogle moved to approve the item, seconded by Commissioner Nafisa Fai

**ACTION:** With all in favor, the motion passed.

#### 5. INFORMATION/DISCUSSION ITEMS

##### 5.1 IBR MTIP Amendment: Discussion

Gabriela Lopez, Kelly Betteridge, and Carley Francis presented on the IBR MTIP amendment. They asked JPACT members if they had any questions or comments on the proposed amendment.

Commissioner Paul Savas thanked the team for their work. He stated that freeway traffic belongs on freeways, noting that congestion tolling pushes traffic off the freeways and spills onto local neighborhoods. He noted that transparency will be critical in moving forward. Commissioner Savas asked if there are plans for additional near-term traffic analyses.

Mayor Anne McEnery-Ogle noted that for the last 8.5 years, their region has envisioned transit that connects the bi-state transit system from TriMet to CTRAM. She noted that Exhibit A of the IBR MTIP amendment does not sufficiently articulate the route the transit structure will take. She requested that the language in Exhibit A of Resolution 26-5599 be changed to explain that they will design light rail transit (LRT) termini from Expo to Evergreen/Library Square of the Columbia River Bridge Replacement, instead of its

current language which states that the transit will be designed north and south of the Columbia River Bridge Replacement.

Commissioner Nafisa Fai asked if they could put together a letter addressing some of the concerns from the testimony they heard this morning. Commissioner Fai noted that they should not leave any rocks unturned and explore every option to reduce the cost, while also getting this project shovel ready. She asked what the projected funding outlook to complete the transit extension part of the project. She also asked if WSDOT is considering low income or Tribal toll discounts.

Carley Francis responded that they would talk with staff about the responses to testimony. She added that they will need to check the answer to the I-205 bridge tolling questions posed. Francis stated that the project still needed to identify the required local funding contribution and finalize cost estimates, noting that contract values and potential efficiencies were not yet known. She explained that developing the full financial plan remained unfinished but was essential. She also clarified that toll rates and policies were set by the Oregon and Washington Transportation Commissions, not WSDOT. She noted that all toll scenarios under study included a low-income toll option, and the commissions were also evaluating potential tribal toll exemptions in consultation with tribes.

Mayor Joe Buck shared similar concerns as Commissioner Fai, noting that public trust is critical. He added that it is concerning that the most involved advocates in the project had to submit formal records requests. He noted concerns about the vote held at the next meeting.

Commissioner Singleton shared interest in learning about the community benefits and the impact combining packages will have on the work that was done to ensure that there are opportunities for DBEs on the project. She appreciated Commissioner Fai's question about low income and indigenous discounts to tolling, noting that that is important and was an ask from the community. She asked about the status of the community benefits, requesting clarity on what is included either as mitigations or actual benefits.

Carley Francis responded that there have been federal changes in the DBE program, noting that WSDOT has a small business enterprise program, which encompasses, if not all, nearly all historically identified DBEs. She added that the progressive design build contract will have a small business enterprise goal on it, and it will be part of the contracting that they do. They are working to make sure that Oregon businesses

understand how to get certified and qualified within Washington to be able to participate in that. She added that there is an opportunity with the owner and the contractor to identify and assign subcontracting opportunities. She explained that this project is moving lots of dirt and money, so there will be more work available on it. She stated that there is a rich set of opportunities within the program, and there is a dynamic space for identifying how those subcontracts are led with the progressive design builder.

Commissioner Singleton asked specifically if any of these packages could be primed by DBEs.

Carley Francis responded that they would follow up.

Mayor Dalin expressed agreement with Commissioner Paul Savas. He shared that he is an advocate of low-income tolling and suggested a contingency to funding requirements that the tolling has a reasonable percentage. He raised concern about the amount of money it will take to sustain the tolling infrastructure. He asked Francis about the monetary shortfall. He also noted the testimony this morning about having a one mile or half mile loop that folks must climb, asking for more information about that.

Sam Desue noted that this project has momentum, and they need to keep the program moving to obligate these funds quickly and replace the bridge. He shared that they all want to get the light rail to Evergreen, and this is an opportunity to start getting there.

Dan Eisenbeis shared that this is an incredibly important project for our region's economy, cautioning that if they do not move forward now, it will not continue to exist in the same way. He echoed Commissioners Savas and Fai's comments that diversion to I-205 is also a concern for the port of Portland. He shared a desire for JPACT to know more about the plans for mitigating diversion.

Mayor Keith Wilson emphasized Portland's partnership with Vancouver and Mayor McEnery-Ogle, noting their shared priority of advancing Library Square and strengthening multimodal transportation options. He stated that tolling and transit improvements needed to work together so people could shift away from car travel. Mayor Wilson stated that tolling had become necessary because the federal gas tax had not increased since 1993, leaving states to fund major transportation needs. He shared that providing alternatives like light rail would allow people to avoid tolls and help create the connected, multimodal community they hoped to build.

Rian Windsheimer agreed with Sam Desue, noting that the momentum is here, and they should do this project now. He stated that the opportunity exists, and everyone wants to get there.

Leann Caver agreed that they have the momentum and the funding, so they do not want to slow that down, but expressed a desire to continue to make sure discussions can be had for how to right-size, better serve their communities that are dependent on transit, and make it usable. She noted that this will be very impactful to the system and asked how they will be able to provide that service for the community as the light rail comes into Vancouver.

Chair Lewis noted that a motion was made by Mayor Anne McEnerny-Ogle to amend Exhibit A, but they will not vote on it today. She clarified that members could discuss this so staff can be informed, but they will not take a formal vote until next month.

Mayor Anne McEnerny-Ogle emphasized that the discussion concerned only the \$50 million design phase—not construction—and stressed the need to stay within that budget. She noted that as TriMet develops its proposal, it should keep the project's termini, from Expo to Evergreen Library Square, in mind, acknowledging that the design might reach only about 60 percent completion but should still maximize progress. Mayor McEnerny-Ogle added that the work involves not just the bridge but also the approaches on and off it.

JPACT Members gave head nods for Exhibit A of the Resolution to state that they will design the light rail transit (LRT) termini from Expo to Evergreen/Library Square of the Columbia River Bridge Replacement.

Carley Francis shared that they expect to come back every year with amendments, noting that Evergreen is the intention, and they want to demonstrate to the federal government what they can do with a fiscally restrained system.

Rian Windsheimer noted that they are willing to work with Metro staff as they potentially come back with an amendment. He suggested that while he believes the current language is already permissive, he understands Mayor Anne McEnerny-Ogle's intentions. He added that their intention is to get funding.

## **5.2 Community Connector Transit Study: Readiness**

Ted Leybold and Ally Holmqvist provided an update on the Community Connector Transit (CCT) Study as they are wrapping up on the priorities and tools and beginning the work

on the final report. They asked JPACT members for guidance as they move to the next phase of the work.

Mayor Joe Buck noted that the cities of Clackamas County would like to engage more on this topic. He emphasized a need to ensure that the areas that are not being served are supported as well. He noted that Clackamas County would like to engage with staff before there is a formal adoption of this into the RTP.

Commissioner Paul Savas noted the complexity of transit funding. He expressed appreciation for TriMet's regional coordination efforts to bring riders into its service district, as well as the ongoing work to finalize a related contract. He also highlighted the role of STIF Formula funding, noting that it could potentially be used for shuttle services within the TriMet service district. Emphasizing the complexity of multiple transit funding sources, he advocated for greater coordination among TriMet, Metro, and others to develop a clear flowchart of all transit funding streams. He suggested that such a tool would help stakeholders better understand where funds originate, how they are allocated, and their intended purposes.

Sam Desue stated that they need to prioritize where there is a marker for transit. He noted that TriMet has committed an ongoing percentage of STIFF funding. He shared that they all need to advocate for more funding because they will need to stabilize the system in the next two years due to TriMet funding cuts.

Ali Mirzakhilili asked if it would be better to stabilize the existing system before they expand the system.

Chair Lewis shared that while this is a bigger discussion than what they have time for, they are very particular when they are looking at how these connectors could possibly fill potential service gaps.

Mirzakhilili suggested that they focus on their existing system before they take on this additional demand.

Councilor Rosenthal asked for details on the recommendation to investigate new venues for cost sharing or sharing responsibilities, as well as what they mean when they refer to venues.

Ally Holmqvist noted that she is bringing them 5 recommendations from their governance work when she comes back with the report in the fall, where they will have

some more recommendations that will cover other areas that they have studied around implementation and mobility hubs, which she did not touch on today.

Councilor Rosenthal asked if there are any limitations in state law that would prevent them from working on this or expanding this into the more.

Ally Holmqvist responded that it would depend on the outcomes they are hoping to achieve, and there are a lot of different requirements around different sources. She noted that she can bring more information on this as they move forward in the process.

**6. COMMITTEE MEMBER COMMUNICATION**

There was none.

**7. ADJOURN**

Chair Lewis adjourned the meeting at 9:28am.

Respectfully Submitted,

A handwritten signature in black ink that reads "Georgia Langer". The signature is written in a cursive, flowing style.

Georgia Langer, Legislative Coordinator